

TD 5.27: 30/6

RIVER CURRENTS

VOL. XXX No. 6

Features, Comment & News for the Second Coast Guard District

SPECIAL HISTORY

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COAST GUARD 'ROOTS'

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SEMPER PARATUS

NAMING TENDERS



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An unofficial publication **RIVER CURRENTS** is published under the direction of the Public Information Office.

News, feature stories and photographs are solicited from all Coast Guard personnel. Material will be published on a space available, news significance basis and by-lines may be given, if requested.

RIVER CURRENTS is published at the Second Coast Guard District Public Information Office, 1520 Market St., St. Louis, Mo. 63103.

HUMAN RELATIONS

The following article is taken from the Defense Race Relations Institute Course.

ETHNIC JOKES: TO TELL OR NOT TO TELL?

An analysis of the psychology of humor reveals that humans are prone to laugh at the occurrence of misfortunes or tragic acts that befall others. Whether or not the tragic effects ought to merit sympathy rather than laughter is a mental calculation that normally follows the initial reaction to laugh. In fact, even upon an assessment that the victim's misfortune should indeed call for at least the courtesy of silence, many find it hard to turn off the amusement. Such human tendency has been capitalized upon with a whole bunch of comedy, i.e., slapstick humor — which is based upon the misfortunes suffered by someone at the hands of a perpetrator. Vaudeville success has long depended on such humor; the squash of a pie in the face; the whack of a board upon the rump; or even the casting of aspersion upon the victim's family, race, creed, or national origin.

What makes such misfortunes humorous? Psychologically, it is the displacement of aggression, the release of tension, that takes place within the observer. Any personal anguish or misfortune which the observer may be undergoing suddenly vanishes, to be replaced by a comforting chuckle or laugh at the victim — who for the moment at least is worse off.

To digress, contemplate the definition of *ethnic*. Webster defines it as: "of or relating to races or large groups of people classed according to common traits, customs, language, common history, etc."

Developing the theme further, we discern that the telling of "ethnic jokes" involves poking fun at the habits, customs, traits, or shortcomings that have been perceived as being characteristic of the target group. People, deriving pleasure from telling or hearing ethnic jokes, tend to ignore any revelation that the basis for the humor rests upon the perpetuation of myths, folklore, or stereotyping.

Typically, the ethnic joke reflects the demeaning of another with respect to his status, his ambitions, his failures, his limita-

tions, his image, etc., etc. Typically, the ethnic joke perpetuates the "putting down" of an individual or group in a stereotypical fashion. The joke teller, who identifies with the perpetrator in the joke, derives pleasure at the expense of the victim. The teller, obviously, regards himself more highly than those about whom he condescendingly pokes fun — even though the reverse may be true. Indeed, it is often the very fact that the joke teller does not stand tall alone that he attempts to compensate by debasing others. Motivated by envy, repressed hostility, an inferiority complex, or other (immature) internal conflicts, the teller seeks to enhance his self-image at the expense of others. Hence, he relies on old ethnic prejudgments and on his perceptions as to the "lower standing" in social status of the target group.

In any society having disproportionate numbers of people with different racial extractions, as in the United States, the majority versus minority concept is inherently the predominant factor in most ethnic jokes. Rarely, if ever, is the majority group targeted as the butt of such jokes. In that the majority group occupies the favorable, "superior" position within the society, it's the minority member who is looked down upon and who is cast in an unfavorable light. Consequently, ethnic jokes serve to perpetuate a distinction and differentiation between the majority and minorities — with the minorities continuously suffering the indignity of subordination. Obviously, such practices are counter-productive to the attainment of good relationships among Americans and the achievement of equal opportunity and treatment.

The majority member can in no way appreciate adequately the demeaning effects felt by a minority person who is targeted in an ethnic joke — not having lived the life of that minority person. Particularly in the black-white situation in America, the white simply deludes himself when he assumes a similarity of feeling based on the argument that he too is a "minority" member (i.e., Hungarian-American, Polish-American, American Jew, etc.) and that he too has suffered put-downs of similar magnitude. To reason thusly is but to indulge in fantasies. Unfortunately however, too many majority members (whites) resort to such rationalizing; consequently, they stumble blithely along, exclaiming: "What's the big deal? Why are you so sensitive? It's all in fun!"

So long as the majority in American society persist in deriving their release of tension, their displacement of aggression, their "humor" via the telling and re-telling of ethnic jokes, so long will racial tension and discord persist. Desired attitudinal changes will remain stymied. The superiority complex, predominant among majority members, will prevail. The inferiority image, thrust upon minorities, will endure. Progress toward unity will be inhibited.

... which leads to the basic question: Does our society seek to further polarize its members or to unify them? If unity is truly being sought, then majority members must comprehend the truism that *ethnic jokes exist as one of the most divisive weapons in the arsenal of disunity*. Purge them from your bag of jokes, Americans; they perpetuate indignities we can ill afford!

ETHNIC JOKES: To tell or not to tell?
MUST IT REMAIN A QUESTION?

SPARS PLAN 35th ANNIVERSARY

Coast Guard women of the past and present — SPARS, active, retired and Reserve — are planning their 35th Anniversary Reunion in the famed New Orleans French Quarter, combining three days of reminiscing about a job well done and of strengthening women's role in today's Coast Guard.

Dates of the reunion are Oct. 21-24; the host hotel is the Monteleone, in the heart of old New Orleans.

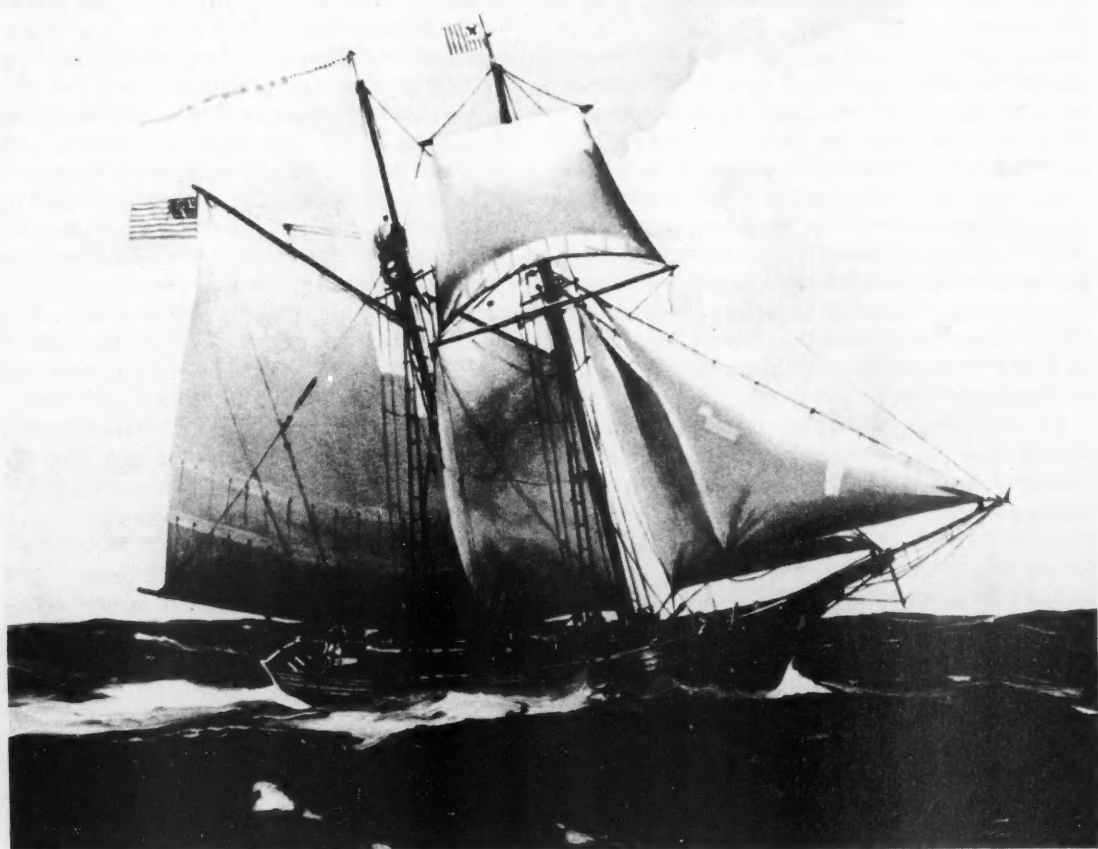
RADM W. W. BARROW, Commander of the Eighth Coast Guard District in New Orleans, urges all former SPARs and women affiliated

with the Coast Guard either as active, retired or reserve to attend and participate in this celebration.

This year's program includes a re-enactment of a Mardi Gras Ball, a Mississippi River cruise aboard a Coast Guard cutter, and a special memorial Mass for Coast Guard women in the historic St. Louis Cathedral at Jackson Square.

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In The Beginning



"Massachusetts," the first U. S. Revenue Cutter, 1791-1798, forerunner of the U. S. Coast Guard, depicted here in an oil painting by Hunter Wood. She was completed on July 23, 1791, at a cost of \$1,440.00.

By PAC Chuck Kern

The old adage "necessity is the mother of invention" has been used many times. It is especially true in the story of the founding of the United States Coast Guard.

In 1789, as George Washington took office as our first president, the country was in poor financial standing. During the fight for independence from England, it was considered patriotic to smuggle goods into the country to avoid high and unjust "taxation without repre-

sentation." Now that the struggle was over and smuggling was a profitable business for many notable patriots, they hesitated to stop the practice. President Washington and Alexander Hamilton, his Secretary of Treasury, envisioned a strong centralized government, while others, led by Thomas Jefferson wanted a more localized form. The memory of recent British monarchical rule was too strong.

After long and sometimes bitter debate, we arrived at a compromise between the two ideas which is the basis of our

present government of checks and balances. Washington and Hamilton knew that without federal funds the government would soon be bankrupt and end in a loosely bound group of states each competing for favor.

In order to clear ourselves of our war debt of 70 million dollars, and to protect our infant native industries, collectors of customs were set up in all of our major seaport cities.

In Philadelphia, in 1789, the local collector had a "barge with sails" operating on the Delaware River. Since some smuggling was already going

on, especially in coffee, the collector, Col. Sharp Delaney, told Hamilton in a letter dated Oct. 31 1789, that he had a boat going night and day "with directions to board every vessel and receive their manifests, and place an officer on board."

Hamilton wrote the collector in 1790 and informed him that congress had acted favorably to set up a revenue marine, but the Treasury Secretary, aware it would be some time before the 10 cutters authorized would be afloat, advised Delaney to keep his "barge with sails" seaworthy.

Knowing that he would have a hard fight with congress for funds for the new revenue marine, Hamilton intentionally kept his cost estimates low. His estimate for the cost of the 10 original boats was 10,000 dollars. Annual operating expenses were estimated at \$18,560, provisions for the fleet, \$3,000, and wear and tear \$2,000. His proposal to pay ships captains \$40 a month, other officers \$25 and seamen, \$8 met with budget cuts lowering approved pay to \$30 for the captains, \$20 for the first mates, \$15 for the second mates. Seamen and boys were to receive \$8 and \$4 respectively.

After some deliberation congress agreed to let Hamilton have his ten boats provided that the 10 thousand dollars come out of customs duties collected by the Treasury Department. Congress further stipulated that once the cutters were in operation, customs officers could board any ship arriving in the United States or entering waters within four leagues of the coast en route to the United States.

The first contract was let out for the MASSACHUSETTS, to be built by Searle and Tyler

of Newburyport, Massachusetts. The local collector warned the builders to keep costs to a minimum, but the first master of the ship, John Foster Williams, requested the builders to add 17 tons to the vessels size, which along with other changes almost doubled the ships cost. This was only the beginning of a realization that the cost of the cutters would exceed the original estimates.

The other nine boats included the SCAMMEL patrolling off New Hampshire, the ACTIVE and PICKERING in Chesapeake Bay, the DILIGENCE off North Carolina, the ARGUS in Long Island Sound, the VIGILANT off New York, the VIRGINIA in the waters off Virginia, the SOUTH CAROLINA, patrolling South Carolinas shoreline, and the GENERAL GREENE, in Delaware Bay.

During construction of the cutters, Hamilton became the Coast Guard's first recruiter and started selection of the first captains for the new fleet. On March 21, 1791, President Washington signed the commissions of the first thirteen officers appointed to serve on the ten revenue cutters then under construction. The first commission, that of Hopley Yeaton of New Hampshire, sounds similar to commissions and advancement certificates today.

*GEORGE WASHINGTON,
President of the United States
of America.*

*TO ALL WHO SHALL SEE
THESE PRESENTS, GREET-
ING. Know ye, that reposing
special trust and confidence in
the integrity, diligence and good
conduct of Hopley Yeaton of
New Hampshire . . . I do ap-
point him MASTER of a cutter
in the service of the United*

*States, for the protection of the
revenue; and do authorize and
empower him to execute and
fulfill the duties of that office
according to law; and to have
and to hold the said office,
with all the rights and emolu-
ments thereunto legally ap-
pertaining, unto him the said
Hopley Yeaton during the
pleasure of the President of the
United States for the time being.*

By the late 1790's the military role of the Revenue Marine was proven, being our only sea-going armed force. French privateers had seized more than 340 United States ships, and the MASSACHUSETTS and her sister cutters had to assume the coastal defense of the country as well as their regular duties against smugglers.

After the regular Navy was formed, Congress ordained in 1799 that "Revenue Cutters shall, whenever the President of the United States shall, so direct, cooperate with the Navy of the United States."

The original fleet of ten boats was expanded just before the beginning of the 19th century, but from this original fleet came the basis for the 20th century Coast Guard whose missions include law enforcement, oceanography, aids to navigation, polar icebreaking, search and rescue, marine inspection and safety, international ice patrol, flood relief, boating safety, pollution control, electronic navigation, as well as our long established history of military preparedness. As our country moves into a new era of voluntary military service, the role of the Coast Guard stands out as the "Military service with the humanitarian mission", costing the country less in total operating costs than the amount it saves in lives and property.

Of Wooden Ships And Iron Men



The Coast Guard Cutter Bear at the prime of her career as she works to free herself and the Cutter Corwin from an ice jam off the Northern coast of Alaska in 1890.

By PAC Chuck Kern

The Coast Guard has always been noted for getting the most mileage out of its cutters, but in all the annals of the sea no other ship served more faithfully or as long as the Coast Guard Cutter Bear.

The keel of the Bear was laid in Dundee, Scotland in 1873, at the shipyards of Alexander Stephen and Sons, Ltd. With heavily reinforced wood hull, double expansion steam engine, and sails she was well designed for the sealing trade.

In January 1874 she was launched and delivered to Walter Grieve and Son, Greenock, Scotland, and sailed for St. Johns, Newfoundland. For nine years she sailed the waters off Newfoundland as a sealer till in 1883-84 she was returned to Greenock for overhaul and in-

stallation of a new boiler.

It was at this time that an Arctic expedition under the command of ARMY Lieutenant Adolphus W. Greeley was trapped at Cape Sabine, Ellesmere Land, west of Greenland with short rations and little hope for survival. The relief ship Proteus had sank in her attempt to take supplies to the expedition and her crew had to be rescued. After long debate in congress for appropriation for a relief ship for Greeley's party the job of finding a suitable ship fell to the Navy.

In 1884 the BEAR was purchased by the Navy for \$100,000, refurbished at Brooklyn Navy Yard, and sailed from New York in April with the understanding she would be sold at the end of the trip. On June 22, 1884 she rescued

the seven survivors of the 25 man expedition and returned August 8, 1884 to New York.

In April 1885 she was transferred to the Revenue Marine and sailed to San Francisco to be commanded by Capt. M.A. (Hell Roarin Mike) Healy for the Alaskan Patrol. After the purchase of Alaska in 1867, the Revenue Marine (later to become the U.S. Coast Guard) was the only contact with the outside world and the chief law enforcement agency for the new territory. The ships of the Revenue Marine enforced regulations on the sealing trade, brought doctors, teachers, missionaries, and government officials north each year. They transported reindeer from Siberia to start the domestic herds in Alaska, provided supplies to isolated outposts, transported accused criminals to Sitka for trial, and rescued many settlers, trappers, and sailors from sudden blizzards and treacherous ice floes.

The cutter's most famous rescue was in 1898 when 265 whalers were trapped at Point Barrow, their ships beset in the ice and running short of food and supplies as the Arctic winter closed in on them. The Bear, under the command of Captain Francis Tuttle, had returned to Seattle on November 6, 1897 after their normal summer patrol. Then word came out of Alaska of the predicament of the 265 trapped whalers and after taking on supplies for the trip, she sailed north on November 27th. Her mission was to sail as far north as possible then send an overland party to Point Barrow. Captain Tuttle sailed to Cape Vancouver and a four man party headed by Lt. D. H. Jarvis set out for the north. They had a few dogs, a tent and sleeping bags for themselves and planned to purchase and herd reindeer along the route to feed the trapped men. The story of the rescue is one of hardship, sacrifice, and daring that will go down in history. The rescue party had 1500 miles of Arctic wilderness to cross to reach the trapped whalers. In late March Lt. Jarvis reached the stranded men and provided them with meat and

other provisions collected along the way until the Bear could get to Point Barrow that summer to pick them up and return them to the states.

The Bear sailed each year on Alaskan Patrol until May 3, 1929, when she was placed out of commission. She was turned over to the City of Oakland, California which had been her home port for many years to be turned into a floating museum.

She next saw duty in Antarctic waters when she was bought by Admiral Richard E. Byrd to be used in his second Antarctic Expedition. She was used by Admiral Byrd till May of 1941 and relied on her original double expansion steam engine till she was given a new diesel engine in 1939.

In July 1941 she joined the East Greenland Patrol and made a capture of the German operated ship Buskoe which she towed to Boston of October of that year then returned to the patrol.

She was decommissioned March 18, 1944, and lay idle till she was bought by Shaw Steamship Company in February 1948 and sailed to Halifax, Nova Scotia.

It was in Halifax that her final owner found her and bought her for \$12,500 in 1962. Alfred M. Johnston of Villanova, Pennsylvania had plans to restore her to her original appearance and use her in Philadelphia as a floating restaurant and museum. After much restoration she looked much as she had when she was built and was taken in tow from Halifax enroute Philadelphia.

On March 19, 1963 at age 90, she parted her tow line and sank east of Boston in a heavy gale, ending the longest, most varied career of any ship ever to carry the Coast Guard ensign. In her day she had sailed to both poles, rescued the starving, carried the first of Alaska's domestic reindeer herd, taken law and order into Alaska during the gold rush, carried Admiral Byrd, and served the Coast Guard in Greenland during World War II. Indeed she was the last vestige of the days of "wooden ships and iron men".



SEMPER PARATUS

The Coast Guard's motto "Always Ready" is an apt one indeed. What better phrase could symbolize the "Can Do" spirit of this unique humanitarian military service?

Many times over its long and distinguished history, the Coast Guard has suddenly been tasked with new and frustrating missions. Each time, regardless of the severe demands made upon its limited capabilities, the Service met the challenge head on and emerged victorious. As it is successful today in surmounting newly acquired duties, so the Coast Guard will no doubt be in triumphing over any future contingency. Truly, the men and women making up this Service throughout its existence have lived up to the motto of "Always Ready."

How, when, or why the Coast Guard decided to adopt this motto as its own is still a mystery. And, the origin of the phrase itself is equally unknown. It stretches back certainly to the days of the Romans in the Latinized form—*Semper Paratus*, most likely even to the earlier Greek civilization, and perhaps as far back as the Indo-European people whose language gave birth to many of today's languages, including English.

This phrase, in all probability, might well have been used by some of the classic personages we know so well from our history books, such as Pericles, Plato, Socrates, Aristotle, Caesar, Cicero, Plutarch, Tacitus, etc. And these words do appear in the New Testament of the Bible, although in re-

verse order. In his first epistle (I Peter III:15), dated about A.D. 63, the fisherman turned apostolic writer alerted the scattered Christians in Asia Minor to "be ready always to give an answer to every man that asketh you a reason of the hope that is in you."

The first known use of the motto in the English language came in 1639. A book published that year contained the following proverb: "They that are booted are not always ready."

Interesting enough, President George Washington used words that almost duplicated the Coast Guard motto just three years after the Service was created. In an address to Congress on December 3, 1793, he warned that: "If we desire to secure peace, . . . it must be known that we are at all times ready for war."

The first known connection of this phrase with the Coast Guard came during the Civil War. An editorial in the November 26, 1864 issue of the *Army and Navy Journal* praising the achievements of the Revenue Cutter Service, as the Coast Guard was then known, con-

tained the following prophetic sentence: "Keeping always under steam and ever ready, in the event of extraordinary need, to render valuable service, the cutters can be made to form a coast guard whose value it is impossible at the present time to estimate."

Whatever the reason, whether someone remembered this editorial or just felt that the phrase best fitted the spirit of the Service, when the Revenue Cutter Service finally got around to adopting an emblem, it contained the motto *Semper Paratus* on it. And, down through the years, this motto has persisted.

On June 7, 1910, President William Howard Taft ordered that "the distinguishing flag now used by vessels of the Revenue-Cutter Service be marked by the distinctive emblem of that service." Thus, the motto became part of the Service's Ensign, where it still resides to this day.

Just five years later, on January 28, 1915, Congress legislated the merger of the Revenue Cutter Service with the Life-saving Service to create a new service called the Coast Guard. From its first day, however, the Coast Guard's official motto was *Semper Paratus*. And, these words remained on both of its newly modified emblem and ensign.

Thus, it seemed appropriate that, when the "inspiration came to" Captain Francis S. van Boskerck "one day during the winter of 1922," as he later recalled, "to write a song of the Coast Guard . . . I went below to my cabin on the YAMA-



CRAW and wrote the words to the song which I named 'Semper Paratus.'" As Captain van Boskerck explained it in an outpouring of his feelings to the editor and publisher of the *U. S. Coast Guard Magazine* just a few hours prior to his untimely death on November 26, 1927: "I call it SEMPER PARATUS and in it I have tried to pour forth all the glory, honor and tradition of the Coast Guard. It is an anthem of Coast Guard lore and history." His faith and devotion in his Service proved justified, for in

the years to come, his song would finally achieve its rightful place, being officially accepted by the Coast Guard as its very own.

Just as appropriate was the placing of the motto in big bold letters on the Coast Guard Flag upon its adoption by the Service. And, when President Dwight D. Eisenhower signed Executive Order 10707 on May 6, 1957, establishing an Official Coast Guard Seal, these same words appeared on it.

About the only setback for the motto came on January 16,

1967. General Order No. 7 (revised) of that date changed the design of the Coast Guard Emblem so that the words *Semper Paratus* were deleted from it.

Today, the words of the Coast Guard motto still proudly proclaim its existence through four very prominent and important symbols of the Service: Ensign, Flag, Seal, and Song. And, the words of the motto drop from the lips of Coast Guardsmen as easily as they did from those of the ancient Romans thousands of years ago.

NAMING TENDERS

Stan Thoroughman

Nineteen thirty nine was the year that Hitler overran Poland; the United States was trying to stay neutral; doves and hawks argued incessantly in saloons across the nation; FDR was in his second term in the White House, riding on the success of such programs as the AAA, the CCC, the NRA and the TVA. It wasn't a bad year in the United States, after some just past. A black year for Europe and a blacker year for the world than we realized at the time.

Things were looking up a bit in the Coast Guard. There was fewer patched dungarees, the warrant officers were back in the fold after a tour in the CCC camps, war was being talked in the focsle and the start of neutrality patrols added fuel to the focsle sessions — any new subject was welcome after listening to our hash-marked shipmates spin well-worn yarns about rum patrols and the good old days on the four-stackers. Neutrality patrols! Wow! After interminable months of laying at the dock keepin' her white and bright, the excitement of chasing ships and identifying them was like another payday. Man, this is what we enlisted for! This was coast guarding!

As if that wasn't enough scuttlebutt for one year, a new rumor started. We were going to "take over" the Lighthouse Service. The WHAT? You mean those black-hulled...? Yep, that's it. And we did too. Sure enough. Our Commandant, Admiral Waesche, suddenly found himself Admiral of a botanical fleet. We who took pride in the salty sound of such names as Acushnet, Algonquin, Chelan and Champlain; Saranac, Seneca, Tampa and Taney, now found it hard to believe that we were going to integrate into the fleet such names as Acacia, Lilac, Magnolia and Violet. Consider: In those days you wore the name of your ship on the band of your flat hat. 'Most always with pride. A hashmarked bosns mate sauntering into a saloon in Norfolk with USCGC Northwind on his hat was one thing but with USCGC Violet was quite another. Fortunately there was no USLHS PANSY.

But it wasn't just names to get used to. It was a whole new way of life for some of us. As the Commandant found himself wrestling with the problems of running the U. S. Lighthouse Service while wrestling with the problems of neutrality and preparedness, this writer found himself wrestling with a couple

miles of underwater cable as big as your arm, much blacker and much dirtier. It came as a shock. Gone the pressed tailor-made dungarees, shined shoes, and Bob Evans white hat that was *de rigueur* for the cutterman; gone the liesurely afternoons of knotting and splicing; gone the rope yarn Sundays; gone the halcyon days. We were in the aids to navigation business, by golly. And it really wasn't bad, once we got used to it. Gone, too, fortunately, were the hat bands with ships' names. The new hat bands just said "U. S. Coast Guard" so it was no big deal ashore. In reply to the oft-asked question, "What ship, sailor?" you didn't *have* to sing out; you could always mumble in your beer.

In the Second Coast Guard District, then the St. Louis District, there were three lighthouse tenders: WAKEROBIN worked the Mississippi north out of St. Louis; WILLOW worked the Mississippi south out of St. Louis, and GREENBRIER worked the Ohio and tributaries. Period. Not bad names, as names of ships go. Then the Coast Guard, in the next few years built POPLAR and GOLDENROD, DOGWOOD, FORSYTHIA and SYCAMORE, and acquired COTTONWOOD and AZALEA from the Corps of Engineers. FERN, LANTANA and OLEANDER came along in that era too and until the SUMAC came out in 1944, that was the fleet. Except for a couple of numbered 52-foot buoy boats. FOXGLOVE came along right after the war, about 1946. All common botanical names in the midwest.

By sheer coincidence, some of these tenders operated in regions where their namesake was quite common. Or, at least, with a bit of imagination we could believe that. FORSYTHIA, for example, operated in the upper Ohio River for years. Sewickley was her first home port. The writer liked to believe that the ship was well located — that she belonged there because the upper Ohio abounds in forsythia each spring. At least that's when one notices it. The mention of forsythia brings the village of New Matamoras, Ohio to mind. It's a pretty little town that adds to the scenic beauty of that reach of the Ohio River. We had a light there; it was in Mrs. Lucy Lippincott's back yard; Mrs. Lippincott was the lamplighter. She was very particular about that light. We painted it and gave it a general going-over about once a year — under her supervision. Anyway, New Matamoras comes to mind when the subject turns to forsythia — or FORSYTHIA. The forsythia was particularly

beautiful around New Matamoras every spring.

We couldn't leave New Matamoras without remembering this story: One summer morning, very early, FORSYTHIA nosed in to the bank at New Matamoras to clear some trees that were obstructing the upstream view of Mrs. Lippincott's light. While the tree cutting was in progress the Captain went below for breakfast and returned to the pilot house just in time to see a beautiful lombardy poplar fall to the axe of an overzealous seaman, as an irate property owner came running down the river bank. What a way to start the day! But that's another story.

The building of the sixty-five foot and seventy-five foot river tenders made a lot of sense as did naming them after rivers. But do you know the rivers? Well, here's where they are.

The CHENA river flows into the Tanana river about 6 miles from Fairbanks, Alaska, believe it or not. The Tanana is a tributary of the Yukon.

The CHEYENNE, a well known western river, flows out of west central South Dakota and joins the Missouri River in what is now Oahe Reservoir, not far above the capitol city of Pierre, South Dakota. If you're ever flying westward over South Dakota, like from Chicago to Seattle; or northward, like from Omaha to Bismarck, North Dakota, you'll see, on a clear day, the city of Pierre at the foot of the tremendous Oahe Reservoir. The first arm of the reservoir that you see reaching westward, a short distance above Pierre, is the Cheyenne River.

The CHIPPEWA flows out of central Wisconsin, through the bustling city of Eau Claire, and into the Mississippi at the foot of Lake Pepin or a short distance above Wabasha, Minnesota.

The CIMARRON — ah, the Cimarron, celebrated in western song and story. It's quite a river. It rises in New Mexico, flows across southwest Kansas and into Oklahoma for a distance of about 600 miles, entering the Arkansas River a short distance above Tulsa. If you ever visit Keystone Reservoir, the Cimarron is that big arm of the reservoir that takes off southwestward a short distance above Keystone Dam.

GASCONADE River, right here in Missouri, comes out of the Ozark plateau and flows northerly into the Missouri River at Gasconade, Missouri.

The KANAWHA — historically known as

the Great Kanawha — is that West Virginia river that is formed by the New and Gauley Rivers about 30 miles above the capitol city of Charleston. It flows about 90 miles northwestward and empties into the Ohio River at Point Pleasant, West Virginia. The reason that they make a point of identifying it as the *Great Kanawha* is that there's another, the *Little Kanawha*, also in West Virginia, which flows into the Ohio River at Parkersburg, West Virginia.

The KICKAPOO is another Wisconsin river. It rises in Monroe County and flows southward into the Wisconsin River which flows into the Mississippi just below Prairie du Chien, Wisconsin. A good way to describe the location of the Kickapoo is that it parallels the Mississippi River from La Crosse to Prairie du Chien.

The MUSKINGUM is formed by the confluence of the Tuscarawas and Walhonding Rivers in Coshocton County, Ohio. It flows southward for about 120 miles, through Zanesville, and empties into the Ohio River at Marietta, Ohio.

The OBION is a west Tennessee river. It flows out of Obion County southwesterly into the Forked Deer River which flows into the Mississippi River at about mile 820, at Hales Point. Now if you want to say that it's the other way 'round; that the Forked Deer flows into the Obion which flows into the Mississippi at Hales Point, it's alright. In any event, they run together about three miles from, and together they flow into the Mississippi.

The OSAGE is another Missouri river. It is formed by the junction of the Marais des Cygnes and Little Osage Rivers in west central Missouri. It is about 360 miles long, flowing into the Missouri River just east of Jefferson City, Missouri. Bagnell Dam was constructed across the Osage about 1931 creating the Lake of the Ozarks.

Now the OUACHITA is a southern river. It comes out of the Ouachita Mountains in western Arkansas about 20 or 30 miles from the Oklahoma border. It flows easterly to Hot Springs, then southeasterly down into Louisiana and joins with the Tensas (pronounced Ten-saw) to form the Black River. The Black flows into the Red which flows into the Mississippi about 304 miles above the head of passes. It can be argued that the Red flows into the Atchafalaya but originally it flowed directly into the Mississippi.

The PATOKA is a river about 90 miles long in southwestern Indiana. It flows into the

Wabash at about Mt. Carmel, Illinois and the Wabash, forming the state boundary between Illinois and Indiana, flows into the Ohio at Wabash Island, or a short distance below Uniontown Lock and Dam.

The SANGAMON, one of the truly historic rivers in Illinois, meanders across the state for about 225 miles, starting southeast of Bloomington, continuing southward through Decatur, westward through Springfield, and then sort of northwestward to empty the Illinois River at Mile 98, ten miles above Beardstown.

The SCIOTO rises in Auglaize County in western Ohio, a little southeast of Lima, meanders eastward to the vicinity of Marion and then turns abruptly south passing through Columbus and on south to empty into the Ohio River at Portsmouth, Ohio. It's about 237 miles long.

The WYACONDA River is a short river that rises in southeast Iowa, flows across the northeast corner of Missouri and into the Mississippi about 157 miles above St. Louis, a couple of miles below Canton, Missouri.

So, all but the Chena are rivers within the Second Coast Guard District. And I wouldn't be surprised to find some obscure Chena River in the midwest.

This wouldn't be complete without mention of the first Coast Guard Cutter to be stationed in the midwest — the KANKAKEE. She was a sternwheel steamboat stationed at Evansville, Indiana. Not a buoy tender, mind you, but a cutter with what we would call a search and rescue mission. She was pre-1939; as a matter of fact she was decommissioned about 1937. Anyway, she bore the name of the Kankakee River which rises in northern Indiana, flows about 225 miles southwesterly and westerly into Illinois, finally joining the Des Plaines River just above Dresden Island Lock to form the Illinois River. A few years ago, when the seventy-five foot class was abuilding, we fired off a suggestion to the Commandant to name one of them Kankakee; for the river, of course, but also to recognize and perpetuate the name of that first cutter. Obviously the Commandant didn't go for it. We learned that the reason was that the Navy had a ship in commission bearing the same name — a tanker or fleet oiler, seems like. Well, we can't win 'em all. After all, we do have the SANGAMON representing the rivers of Illinois and stationed in Sangamon country at that.

Reggie's RIVER RIPPLES



Everyone enjoys Coast Guard Day and personnel stationed at the Coast Guard Institute are no exception. Approximately 250 people attended the Coast Guard Day Picnic held at the Tinker Air Force Base picnic grounds.

Activities ranged from horseshoe pitching, to the raw egg toss, to softball and volleyball.

There was also plenty of good food and drinks for the always hungry and thirsty crowd.

As can be seen by these photographs, the children stole the show. The happy winners of the contests received medals so they will always remember Coast Guard Day 1977.

Local merchants also displayed their enthusiasm by giving the Coast Guard the biggest birthday cards of all.

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The following information is reprinted from ALDIST 153/77 dated 16 June 1977.

Effective 1 August 1977, the following ratings will be eligible for payment of Selective Reenlistment Bonus in the multiples indicated:



Multiple of four: MST, QM, TT, ST, EM, ET, ETN, DC, FT, MK.

Multiple of three: RD.

Multiple of two: GM, SS, YN.

All personnel are reminded that the provisions of Commandant Instruction 7220.13D CH-5 contain the guidelines concerning eligibility of the Selective Reenlistment Bonus program.

Short term extensions of enlistment for the purpose of qualifying for a higher multiple will not be authorized.





Members of the U.S. Marine Corps Reserve Unit in Kansas City paddle along on the Osage River. They needed help from the Coast Guard before they completed the reconnaissance exercise.

CGRU KANSAS CITY ASSISTS MARINE CORPS

MKCS Creston Nelson and MK1 Trevor Hughes of the Kansas City Reserve Unit and RD1 Ernest Evans, stationkeeper at the Kansas City Reserve Unit, helped the Marine Corps conduct a rubber raft exercise on the Osage River near Warsaw, Missouri, May 6, 7 and 8.

The Kansas City unit was asked to provide a boat and personnel for safety and reconnaissance purposes. That it did, and more. The last day of the exercise the Coast Guard boat towed all seven Marine Corps rafts the final miles so the exercise could be completed on time.

Also participating in the exercise were members of the U.S. Air Force and the U.S. Army who provided transportation and logistics support.



CDR Bill Tangelos welcomes George F. Davidson assist to the Secretary General of the United Nations, on his tour in Pittsburgh, PA.

The Coast Guard assisted two riverboats in accompanying United Nations Ambassadors representing 93 nations on visit to Pittsburgh, PA.

The riverboats "Liberty Belle" and "Gateway Party Liner" ferried the distinguished guests to the Three River Stadium. Secretary General of the U.N. Kurt Waldheim was one of many who attended.

Accompanying the riverboats was CGC Sycamore and Coast Guard small boats manned by members of MSO Pittsburgh and CGRU Pittsburgh. Several CG Auxiliary vessels escorted U.S. Marshalls and U.S. Attorneys. A highly coordinated force of state police officers, county sheriffs, municipal policemen, Army Corps of Engineers personnel, and Coast Guardsmen joined their efforts to provide security on land, air, and water.

The Coast Guard active and Reserve personnel provided security and standby medical assistance, enforced restrictions on loading of dangerous cargo, and cleared small boats from the area of the rivers involved. CDR William Tangelos, Commanding Officer of CGRU Pittsburgh directed the activities of the reservists.



SS2 Amador Oida poses with his wife and Kentucky Fried Chicken's Colonel Sanders. Col. Sanders and wife Claudia were special guest of the Lantana's Commanding Officer during the Governors Cup Regatta held in Owensboro KY. The Col. highly praised Oida's fried chicken. They later discussed each ones secret recipe. Col. Sanders wants Oida to contact him whenever he get out of the Coast Guard.



CDR R. W. Lawrence USCG, CO, MSO Minneapolis/St. Paul addressed the Rock Island Post of the Society of American Military Engineers. The address, pertaining to Coast Guard Marine Safety functions on the Upper Mississippi River, was presented by invitation of Society of American Military Engineers Post President, Colonel Daniel L. Lycan USA. Colonel Lycan is also District Engineer, Corps of Engineers, Rock Island District.



BMC Alan P. Keith displays his retirement plaque during his retirement ceremony at MSO Louisville, KY. Commanding Officer of MSO Louisville, CDR L. N. Gregg, Jr. congratulates Keith.

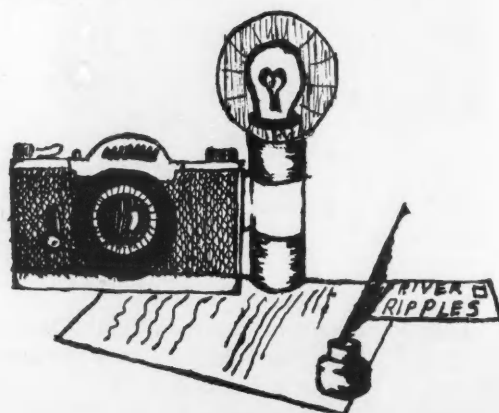


At one p.m. central time, 4 August 1977, Coast Guard Radio Station St. Louis (Communications Facility located in the 2nd Coast Guard District Communications Center) closed down. CG Group Upper Mississippi River, Keokuk, Iowa assumed radio responsibilities for all areas formerly served by Radio St. Louis. Personnel are from left: TTC C. H. Loos, landlines supervisor, RMCS C. M. Lennox, RM-IN-CHARGE, and LT. T. F. Weber, Chief of Communications Branch.



"We'd better check him again, Charlie!"

Don't forget if you have any news . . . drop us a line. And, if you like to take pictures . . . send a few in for River Ripples . . . They can be funny or serious. So snap away!!



Even One Drink Means ...

CHANGES



Recent investigations by optometrists conducting research on alcohol-related vision problems have shown that even moderate doses of alcohol may affect vision in ways that impair driving ability.

The research indicates that drinking, even in socially-typical moderation, causes temporary but important changes in a person's recovery from glare, and the ability for identifying and tracking moving objects, and

distinguishing between some color hues.

As little as one cocktail on an empty stomach significantly prolonged glare recovery times in tested persons following bright light exposure.

Nine men, aged 20 to 28, were tested before drinking, and 30, 90, 180, 270, and 360 minutes after drinking, with blood alcohol levels and "highs" recorded by a second experimenter at each session.

Glare recovery times from a 10 second exposure to a uniform bright light were delayed 20 to 50 per cent, depending on the quantity of alcohol taken. Pre-drink glare recovery times of the tested persons were not resumed until 6 hours after drinking.

These findings, taking into account that drivers may be intermittently exposed at night to bright lights from other cars and high glare from light scattered on the windshield, help to explain why alcohol, even at low blood levels, is frequently associated with traffic accidents.

CHASER



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